



ASPEN TECH POLICY HUB

PROJECT



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this project, please visit
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A Route to Green Transit Equity in Los Angeles

How to ensure the equitable implementation of bus priority lanes in
Los Angeles County

EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (LA Metro) aims to transform mobility in Los Angeles County through a reliable and equitable transit system. To support this mission, we recommend that LA Metro use a standard metric system to prioritize bus priority lane (BPL) implementation using ridership, bus frequency, delay time, equity, and air pollution parameters. This Bus Lane Metric Tool (BLMT), comprising these 5 parameters, should be applied to locations where a BPL is already under consideration to determine which lane should have greater priority.

The BLMT would ensure that BPLs not only reduce travel time and emissions, but also benefit marginalized communities, such as those with a high poverty rate or a large non-White population. The BLMT would ensure that all Los Angeles residents can benefit from efforts by LA Metro to improve the efficiency and quality of their public transit system while addressing pressing climate issues.

PROBLEM

LA Metro has implemented bus priority lanes to improve transit reliability and decrease emissions caused by high congestion and sin-



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gle-occupancy vehicles. The agency also considers equity to be an essential factor in all transit decisions. However, a standard method of incorporating equity metrics into BPL planning has not been developed. This lack of standardization could lead to inconsistent consideration of equity in future BPL projects as LA Metro continues to update and expand its bus network.

The BLMT would ensure that BPLs not only reduce travel time and emissions, but also equally benefit marginalized communities.

SOLUTION

LA Metro should use a standard Bus Lane Metric Tool to prioritize BPL implementation using ridership, bus frequency, delay time, equity, and air pollution parameters. LA Metro staff should apply the BLMT to potential locations for a BPL to determine which site should be prioritized. LA Metro should employ this metric as they expand their bus network, as outlined in the [NextGen Bus Plan](#) and [Vision 2028 Plan](#).

Consistent with LA Metro's current approach, the BLMT would consider routes with the highest ridership, greatest bus frequency, and longest delay times. By also incorporating equity and air pollution parameters, the BLMT would mitigate air pollution near frontline communities and ensure that ongoing improvements to the LA Metro public transit system equitably benefit all Los Angeles residents.

For more information about this proposal, see: (1) [a policy brief](#) for LA Metro explaining this proposal; (2) [an operational plan](#) outlining how to implement this proposal; (3) [BLMT examples](#); (4) [metric instructions](#) for implementing the BLMT; and (5) [a Ride With Us output](#), an example of advocacy materials shared with Los Angeles City Councilmembers.

ABOUT THE HUB

The Aspen Tech Policy Hub is a Bay Area policy incubator, training a new generation of science and tech policy entrepreneurs. We take science and tech experts, teach them the policy process, and support them in creating outside-the-box solutions to society's problems.

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